SL-II MC372/1
Time: 06:00 CDT, 8:11:00 GMT
6/1/73

PAO This is Skylab Control; 11:23 Greenwich mean time, Skylab space station presently crossing the coast of France, the Bay of Biscay, on revolution number 237. In acquisition through the Madrid tracking station - another 4-1/2 minutes remaining. The crew is still apparently asleep at this time. At any rate they've not contacted the ground. The entire day today is off duty, or a day off for the crew of Skylab. Very simple Flight Plan. Electrical power situation on Skylab remains essentially unchanged from yesterday. The charger battery regulator modules, CBRMs, 3 and 15 still are off line. Sixteen out of 18 CBRMs functioning properly and keeping the batteries topped off with electrical charge. Current state of charge 69.9 percent average for all the batteries - all the batteries that are still on line. At 8 a.m. in the Houston News Center, Mel Brooks, who is manager of the flight operations management room, called by acronym FOMR, will be in the change-of-shift press conference instead of the flight director. Repeat, this is 8 a.m., Houston News Room this morning, Mel Brooks. So at 11:25 Greenwich mean time, about 2-1/2 minutes to loss of signal through Madrid, with a 42 minute gap across to Honeysuckle, Australia, Tracking Station. This is Skylab Control.

END OF TAPE

SL-II MCC-373/1
Time: 106145 CDT
6/1/73

PAO This is Skylab Control; 11:45 Greenwich mean time. Skylab Space Station now crossing the Indian Ocean just to the northeast of the island of Madagascar. On revolution number 257. 22 minutes to acquisition at Honeysuckle, Australia. The crew sleeping soundly at this time according to the flight surgeon. This is a situation in which we won't call them; they'll call us. The crew Skylab being permitted to sleep beyond the actual flight plan. Post-sleep activity, which had been scheduled at about 11:00 Greenwich mean time. Average workshop temperature is now down to 79 degrees Farenheit; during the night period gradually coming down. Again a reminder to newsmen in the Houston area. At 8 a.m. central daylight time, Melvin Brooks, who is one of the flight operations management room, FOMR, managers, will appear in the Houston News Room for a briefing on the current situation in Skylab - system status and so forth. 8 a.m., small briefing room, Mel Brooks, FOMR manager. As we come across each tracking station, the air-to-ground line will be brought up, in case the crew does call, so all the black boxes will get any air-ground; however, we will not necessarily preface each station pass until the crew is definitely awake. At 11:47 GMT; Skylab Control.

END OF TAPE

SL-II MCC74/1
Time: 07:06 CDT
6/1/73

FAO: This is Skylab Control; 12:10 Greenwich mean time. Twenty-six minutes to acquisition at Goldstone. We've had loss of signal through the Honeysuckle, Australia, Tracking Station. The crew still asleep at this time. Hanging papoose-like in their sleep stations, if one can hang in zero-g. Average temperature in the workshop has been reported at 79 degrees Fahrenheit. We have a change in the participant in the change-of-shift press conference scheduled at 8:00 a.m. in the Houston News Room. Instead of Mel Brooks, the FOMR manager, it will be Flight Director Milt Windler. To repeat, a change in the participant in the 8:00 o'clock change-of-shift press conference, Houston News Room. Milt Windler, Flight Director, instead of Mel Brooks, FOMR manager. 12:11 Greenwich mean time; Skylab Control.

END OF TAPE

SL-II MC375/1
Time: 07:17 CDT; 8:12:17 GET
6/1/73

PAO This is Skylab Control; 12:17 Greenwich mean time. Skylab space station now is to the northeast of the islands of New Zealand. Would you believe we have another change in the Change of Shift Pess Conference it has slipped now until 9 a.m. instead of the earlier announced 8 a.m. To repeat we've slipped the Change of Shift Press Conference to 9 a.m. instead of 8 a.m. Participant Flight Director, Milt Windler. 12:17 Skylab Control.

END OF TAPE

SL-II MC-376/1
Time: 07:35 CDT
6/1/73

PAO This is Skylab Control; 12:56 Greenwich mean time. Skylab Space Station across the North Atlantic on the start of revolution 258. About 2 minutes out of acquisision, with overlapping coverage, with Madrid and Canary Island Tracking Stations. Reminder again to Houston area newsmen - change-of-shift press conference, tentativly firm, or firmly tentative, at 9:00 a.m. with Flight Director Milton Windler. Small briefing room. One item that will be teleprinted up to the crew today for some off-duty rubber necking around the earth. They'd asked for potential items to be looked at out the wardroom picture window or through various optical devices. The ground will teleprinter up a list of four features on the Earth, three of which are man-made. One started out natural and got modified by man, namely Mount Rushmore. The three man-made subjects are the Yucatan Pyramids, the Guatamala Pyramids, and the Nile Pyramids. The fourth subject for scanning by the crew is Mount Kilimanjaro and Kenya. Repeat again - 9:00 a.m. press conference with Flight Director Milton Windler, Houston News Room. At 12:58 Greenwich mean time, standing by live on the air-ground should the crew call the Control Center on the air-ground during the Canary-Madrid pass, this is Skylab Control.

END OF TAPE

SL-II MC377/1
Time: 08:42 CDT
6/1/73

PAO This is Skylab Control, 13:43 Greenwich mean time. About a minute away from Honeysuckle tracking station, uncertain at this time whether the crew will call us or we'll call them. We're still looking at a 9 a.m. press conference, plus or minus a few minutes perhaps, with Flight Director Milton Windler. He presently is in the morning management meeting. And will be in the news room, Houston News Room, as soon as he breaks out of this meeting. Current average temperature in the Skylab workshop now standing at around 79 degrees. To repeat the electrical power situation on Skylab, charger battery regulator modules 15 and 3 are still off line. However, at this time the state of charge on the batteries stands an average of 90 percent of capacity.

CC Skylab, Houston. AOS for 5 minutes.

SC Good morning, Houston.

CC Good morning, Skylab. We have one message here for you and we'd like for you to inhibit the MPC at the ATM panel so that ground can do unattended OPS. Also on the - unless you desire them today we were going to hold the AOS/LOS calls.

SC Okay. Say Houston, we've got a question for you.

CC Go CDR.

SC How much of that VTR tape can we have today?

SC We don't need the answer right away.

CC CDR we've dumped one three-minutes of that tape and should you want to use it you can rewind and use that portion and we plan to dump virtually the entire remainder on this stateside pass.

SC Okay, what we'd like if you're going to dump is to go ahead and dump it - we would like to have a full tape to give you some TV. We've got GARBLE on the water ring lockers and a few other things.

CC Copy, Pete.

CC And we'll give you a call when we've completed the dump and we'll be most interested in seeing the new games.

SC Fine show, Hank.

CC Also we need the DAS clear now please.

CC Skylab Houston, LOS in 30 seconds. We'll have you at Hawaii at 14:05. We'll dump tape recorder at that point. Also did the CDR record any more time line comments after the evening report last night, we couldn't find it on the recorder.

SC Negative, Houston. But sometime today we may lay a few more specifics out.

CC Copy.

SL-II MC377/2
Time: 08:42 CDT
6/1/73

PAO This is Skylab Control. Loss of signal at Honeysuckle, Hawaii in 13 minutes. First contact with the crew today from the ground with spacecraft communicator Bill Thornton. Crew mentioned that they would like to have the full 30 minute capacity of the onboard video tape recorder. Over the upcoming stateside pass the VTR will be dumped to the ground so that the VTR tape will be free for the full 30 minutes, so that the crew may show - may record on TV - some of their off duty recreational activity such as their track meets held around the stowage ring. Spacecraft Communicator Bill Thornton suggested that the AOS/LOS calls at each station up to Skylab be omitted today during their off-duty day. And the crew agreed that this was a reasonable way to handle it. However, we will bring up the air-ground circuit in the off chance that the crew will call the ground or vice versa at each station pass. Assuming that Flight Director Milton Windler gets out of the morning management meeting in the next few minutes we're still looking at a 9 a.m. Change of Shift Press Conference in the Houston News Room. Eleven minutes to Hawaii; 13:54 Greenwich mean time; this is Skylab Control.

END OF TAPE

SL-II MC-378/1
Time: 09:00 CDT
6/1/73

PAO This is Skylab Control; 1400 Greenwich mean time. Skylab Space Station some 5 minutes yet from Hawaii acquisition. We have an announcement at this time regarding the Skylab III manned mission, which reads as follows: The National Aeronautics and Space Administration, today announced July 27, 1973, as the target launch date for the Skylab III manned mission. Skylab III had previously been scheduled for launch on August 8, 1973. Skylab Program Director William C. Schneider stated: "The unexpected usage of the cluster hardware during the unmanned period has exposed the electronics, batteries, and systems to unusual environments. It seems prudent in the interest of recovering the maximum scientific data to move the launch date forward." End of quote. Also, the new launch date will schedule the mission at a time, when a relationship of the sun to the orbit plane is most favorable and will therefore provide the most power for conducting the experiments. The precise launch date will not be known until the end of Skylab II, since orbit perturbations of the workshop may cause a change. However, the first launch opportunity for a 5th orbit rendezvous on or after July 27, will be selected. A 1 or 2 day change may be necessary. On July 27, a launch window is predicted to open at about about 7:00 a.m. Eastern daylight time. The change of shift press conference should be ready to begin momentarily in the Houston News Room. And at 14:02 Greenwich mean time, this is Skylab Control.

END OF TAPE

SL-II MCC79/1
TIME: 09:22 CST
8/2/73

CC — CARRIE Skylab.
SC — SPT has a question for you - confused about half urine samples. We've been stowing our urine samples and logging them in the slot whose number is the day they were collected. That is yesterday rather than today. Today we're in day 8 - it says day 8 urine samples but we still haven't opened day 7 slot in the freezer with nothing in it - My question is should we leave the day seven slot empty and go ahead and take half urine samples or should we do full urine samples today and half urine samples tomorrow?
CC — Stand by half on that, Joe.
SC — Say, again.
CC — Be back in just a second.
SC — Okay.
PAO — This is Skylab Control the conversation from Skylab is live. There was no accumulated tape during the press conference to play back we're live at this time over the States.

END OF TAPE

SL-II MCC80/1
Time: 09:34 CDT
6/1/73

PAO This is Skylab Control; 14:34 Greenwich mean time. About a minute and a half before acquisition at Canary Islands, with a slight overlap through Madrid on down, nicking the edge of the Ascension Island tracking circle. At the beginning of revolution of 259, the crew likely involved in breakfast at this time. We will leave the circuit up through Ascension loss of signal, which is about another 13 minutes before LOS Ascension. Skylab Control standing by.

CC SPT, Houston.

SC Go ahead.

CC Joe, it appears that the people would like to have you follow the protocol, and that you put the samples in the number drawer on the day that's sampled. Now if we have the story correct here, that would leave day 7 blank.

SC I don't believe that story, Bill. And if you noticed, we started out in slot 1, with A-1 samples for the NBPA.

SC That's right.

SC I think we ought to take both samples today and half samples tomorrow and consider the day on which the sample is collected, rather than that on which it is produced - if I said that right.

CC Stand by. That occasions some discussion.

SC And while you're smoking that over, I went up about 3 minutes early to catch S009 and it was already open. So I'm just going to go up - you can consider that one already, and I'll go up and catch it the second time early enough to give you the exact time then.

CC Copy, Pete.

SC Good morning, Houston; CDR.

CC Go, CDR.

SC Why don't you all just forget the urine. We were going along great until you put that on the pad. Our onboard information jives with the tray, and everything's ticky-boo; we'll bring you back what you need, and y'all just forget it. Okay?

CC Okay, Pete. Thank you.

END OF TAPE

SL-II MCSB1/1
Time: 09:47 GMT
6/1/73

PAO - This is Skylab Control; loss of signal through Ascension. Next station Carnarvon in 29 minutes. State of charge - average state of charge on the ATM batteries now standing at 68 percent total capacity. Space station now at the outset of revolution number 259 crossing the west African coast. Day of rest today for the crew of Skylab. However, they apparently will be making like tourists today, doing a little eyeballing of the Earth and they mentioned that they want to record on video tape for delayed piping down to the ground some of their recreational activities such as a mini-track meet around the stowage ring in the workshop. 14:52 Zulu, this is Skylab Control.

END OF TAPE

SL-II MC-382/1
Time: 10:19 CDT
6/1/73

PAO This is Skylab Control, at 15:20 Greenwich mean time. About 20 seconds or so from acquisition from Carnarvon. Very low elevation angle past there at 3/10th of a degree. However, Honeysuckle has the fairly long pass coming up of 8 minutes plus. We're standing by for any communications through this station from the crew of Skylab. 15:21, standing by, Skylab Control.

SC Hi, Houston. Are you with us?

CC That's affirmative, CDR.

SC Okay. Would you give us AOS times from now on. We've had some questions and we figured we better know when you were ther.

CC Okay. Will do.

SC Thank you.

CC And we've got you for about another 6 minutes here, CDR.

SC Okay.

SC Well, I tell you what we're commencing doing right now, is we're cleaning up a lot of the stowage stuff. And for the rest of the day we have things like the T027 poles that have never been taken apart and put away. And we've got a whole bunch of stuff like that to do. So, we'll be busy for most of the morning, doing stowage recheck and stuff like that.

CC Yeah. We sort of surmised that, Pete.

SC Bill, I have PLT with a couple of requests, here.

CC Go ahead, PLT.

SC Our EREP slider thing up here has 8 revs depicted on it. Where are you at one node and one time a day? Would you ask them if they'e be kind enough in the future to send us up say ah, two or three equally spaced periods, just so we don't have to go to all the trouble to figure it out ourselves?

CC We copy that. We'll get it up.

SC Okay. Now, I've got one other question, it does not require immediate answer. At the end of the day I've got this housekeeping 60 Romeo scheduled, the approach is different depending on whether that tank is going to be used by the next crew in activation or not. I would like to know if that applies to any or all of the tanks that I'm suppose to sample today?

CC We'll get you an answer.

SC You understand, it goes to six parts per million I think if we're using it, or if the next crew's going to use it right away, otherwise it goes to 12 or some such number, and I just have to know which of those are going to be used by SL-III.

CC Copy, PLT.
CC And there's a couple of messages here.
SC Go ahead.
CC On the change on the teleprinter paper tonight there was a callout for a housekeeping 60 Hotel in the CDR details.
SC Okay, wait one.
SC Okay, go ahead.
CC And that by the book would mean a change out of the head which is obviously an error. What is intended is simply a teleprinter paper changeout.
SC Okay, understand.
CC Also for the CDR on TV.
SC Go ahead.
CC We're still dumping the VTR we had -
SC Go ahead.
CC We're still dumping the VTR.
SC Okay. We wouldn't get to it this afternoon and I know you've got TV planned so just let us know how much we could use if any today - we don't want to take up tomorrow or whatever you've got planned.
CC Okay, Pete. We were broken up there. We planned to finish over Hawaii and Goldstone on this pass and you can have the VTR empty at 152:15:59.
SC Okay, I won't get to it before then, and I'll tell you - getting bright ideas another number - better give me a number that we've got to be finished with it by so you can dump it and get back to your schedule.
CC Okay, we'll get that back to you. Also if you want it we can bring you back real time between 17:33 and 17:50 or 19:10 and 19:27, 19:10, 19:27 would be best for us if you should desire that.
SC Okay, 19:10 to 19:27, let's see that looks like a fairly good time. We'll see what we can do and we'll keep you posted.
CC Okay, we copy.
CC Skylab you'll be LOS in one minute. AOS at Hawaii at 15:41.
SC Roger. Roger.
PAO This is Skylab Control, 15:29 Greenwich mean time, breakup of signal as the space station goes over the hill from Honeysuckle tracking station. Eleven minutes to Hawaii acquisition. Currently the state of charge - average state of charge on the Skylab batteries now around 79 percent of total capacity. Crew involved now in some stowage that they had gotten behind on using part of their off-duty day to square away the stowage items, place for everything and everything in its place. There's a possibility, as discussed over

SL-II MC-362/3
Time: 10:19 CDT
6/1/73

Honeysuckle, of live TV later on today in about 4 hours starting at 19:10 Greenwich mean time. Ten minutes to Hawaii and 15:31 Zulu this is Skylab Control.

END OF TAPE

FAO This is Skylab Control; 15:41 acquisition at Hawaii, 9 minutes.

SC Houston, Skylab.

CC Go, Skylab.

SC With respect that (garble) 487 wants ALPHA the sound meter. Two of us smoked over this thing yesterday per the checklist, and we just concluded that there is, in fact, something wrong with either the checklist or the sound meter, but by GARBLE around with it, I think we can get (squeal) so we're in the process of gathering those now and I'll put them on B channel for you later. And ya'll can (squeal).

CC Pete, your feedback makes you unreadable.

SC Okay, how's this, Houston?

CC Much better.

SC Okay, you might note the problem that we have with feedback which we never saw before is out of the wardroom and anytime we have an S1A on either - in either SAL or the head for that matter, we get feedback, and we never got that before. So that has been one of our problems, making sure when you come up that we've got the right configuration on these VOXes to prevent feedback. I was talking about the audiometer. Did you get that portion of it?

CC We got just bits of it - that you had - fiddling around - thought that you had it operational was what I copied, Pete.

SC Yeah. Two of us went through the checklist just to make sure that I hadn't made a mistake in doing the procedures and it, in fact, does not run the way the checklist says, but I can get meaningful readings in the order of 50 to 60 dB, depending on where we are in the spacecraft and I think that those are reasonable levels, the 22 levels that I was talking to you about yesterday right after lunch - I mean that is really super quiet - so I think that we got it running correctly but to do that we couldn't use the procedures on the checklist and so we'll go ahead and gather the data based on the way we found how to get these readings and put them on a tape for you and we can discuss after the flight what our problem was with this thing.

CC We copy that, Pete.

SC Okay, that's in work right now. We're still rejuggling stowage and so forth.

CC Skylab, Houston. LOS in one minute. Goldstone AOS at 15:53.

SC Okay, Houston. Thank you. We may not acknowledge all these calls, but it's good to have them.

CC No problem.

SL-II MCC83/2
Time: 10:41 CDT
6/1/73

FAO This is Skylab Control; 15:50 Greenwich mean time, slight gap here between Hawaii and Goldstone of about two minutes. Circuit still live for acquisition at Goldstone and a stateside pass barking over through the Oregon coast above the Great Lakes and out again along the coast of Maine. Toward the end of revolution 259 and the start of revolution 260; Skylab Control standing by.

END OF TAPE

SL-II MCC84/1
Time: 10:52 CDT
6/1/73

CC Skylab, Houston; AOS for approximately 10 minutes.

END OF TAPE

SL-II MCC65/1
Time: 10:59 CDT
6/3/73

	SC	Houston, CDR.
	CC	Go, CDR.
	SC	Say, I just happen to catch the SDDS package open at 1557, approximately 50.
	CC	We copy that.
	SC	Maybe that'll give you a little better hack on where it stands right at the moment.
	SC	Yeah, my next timing check was 16:12:44. So it sounds like it's way off.
	CC	We copy, Pete.
	CC	CDR, Houston.
	SC	Yeah.
	CC	The VTR dump has been completed, and it's all youre now.
	SC	What we - we were just talking over the plane and we'll - we're pretty sure beat you at the 1910 line.
	CC	Copy.
	CC	Also you might be interested as an offical release, Skylab III is going to be launched on July 27.

END OF TAPE

CC Also, you might be interested - there is an official release that Skylab III is going to be launched on July 27th.

SC Thank you. You're coming up early, huh?

CC That's affirm.

SC Well, one of the things that I want to do today if I can't talk to Al, is I've tried to get on B channel to give thee some words of wisdom about waste management and some other things that we've found out about the experiments in the time line. You know, just where to place some of the trading.

CC We'll be looking for that.

SC Yeah, I got this sound meter working. Don't ask me how. It doesn't make sense, but it's working right.

CC We copy that, Pete. And just to be sure that we get your B message, it would help if you'd give us an approximate time that you put it on after you've completed it.

SC Okay, I sure will. What day of the week is it down there, Bill?

CC It's Friday, all day.

SC Say again.

CC Hey, Paul, that's Friday if you didn't catch it.

SC Oh, okay. You lose track of calendar time. What is this today, the first of June?

CC Yeah, that's affirm. Haven't lost you yet.

SC Okay.

SC I assume - how much more time have we got?

CC Got about 7 more minutes before LOS.

SC Oh, crazy. Okay. Instead of putting it on B channel then - for the EREP training people in the backroom and also for their follow-on crews, floating EREP tapes is a piece of cake. That tape kind of tends to stick to itself, which makes it very handy. Pete loaded two - I unloaded one. I took his job away from him yesterday just to see what it was like. It's no sweat. The VTS focus is good, very good - no adjustments made to that. And outside of those MALF lights and the lack of some READY lights, everything has been going good in EREP.

CC Copy that, Paul. Thank you.

CC LOS in approximately 45 seconds. We'll have you again at Ascension at 16:20.

SC Roger.

CC Also, we would like for you to put the potable water heater to OFF, verify that it's OFF on panel 2.

SL-II MCC86/2
Time: 11:05 CDT
6/1/73

SC Okay. That's the potable water heaters OFF - OFF.

CC That's when you're in the CSM. That's affirmative. No rush on that.

PAO This is Skylab Control. Loss of signal through the Bermuda Tracking Station. Five minutes to Ascension. At 19:10 Zulu, which is about 2:10 central daylight time, the crew will have capability for live television. I don't know what they have planned. Probably learn as they televise the picture down from Skylab, unless they make some further mention of it. At 16:15 - 5 minutes to Ascension Island Tracking Station, this is Skylab Control.

END OF TAPE

SL-II MCC87/1
Time: 11:19 CDT
7/1/73

PAO This is Skylab Control, 16:19 Greenwich mean time. About 30 seconds out from Ascension Island tracking station as the Skylab spacestation will pass almost directly overhead at Ascension. It's almost a 11 minute pass. Elevation angle 81 degrees. 81.9 which is about 8 degrees from being directly overhead. At 11:45 a.m. Central daylight time, Mr. John Disher, who is Deputy Director of the Skylab program, NASA headquarters, will meet informaly with newsmen in the small briefing room at the Houston News Center. This will not be a press conference as such but merely a discussion regarding the earlier scheduling of Skylab III announced today. This will not be on the broadcast circuit and can be heard - The QA session will only be in the briefing room. Standing by for the Ascension pass, Skylab Control at 16:20.

CC Skylab LOS in 1 minute. AOS Carnarvon 16:53.

SC Okay.

SC Okay. (garble) to the people. Whoever is interested in this, we sure are glad we came with this big Earth Glider we got. If we'd come with that little map we were originally going to, we wouldn't be able to see anything. It's been the most used single piece of gear onboard.

CC We copy that.

PAO This is Skylab Control. Had loss of signal through the Ascension Island tracking station. Next station coming up 21 minutes to Carnarvon, Australia. Repeat, of the advisory to newsmen in the Houston area, John Disher, Deputy Director Skylab Program, NASA headquarters, will meet informally with newsmen for question and answer session on rescheduling the Skylab III to an earlier date. Now July 27 is the target date. This Q&A session will now be on the broadcast line. Will be in the small briefing room, Houston News Center. At 16:32 Greenwich mean time, and 21 minutes to Carnarvon, Skylab Control.

END OF TAPE

SL-2 MCC88/1

Time: 11:45 CDT
6/1/73

PAO This is Skylab Control; 16:45 Zulu; in response to a few requests the John Disher question and answer session with newsmen at the Houston News Center will be carried on the release circuit. Air to ground from Skylab on the upcoming passes over Carnarvon, Guam, stateside will be recorded for delayed playback at the conclusion of the Disher meeting with newsmen. 16:46 Greenwich mean time, Skylab Control out.

END OF TAPE

SL-II MC389/1
Time: 12:26 CDT
6/1/73

CAPCOM This is Skylab Control, 17:26 Greenwich mean time. Five minutes and a half away from acquisition at Goldstone for an fairly solid stateside pass. Hitting all stateside stations, Goldstone, Texas, MILA, Bermuda for a fairly long period. We have 3 minutes of recorded air ground taken during the Carnarvon and Guam pass, delayed until now because of the mini press conference with Skylab Deputy Program Manager, Program Director, John Disher. We'll play back that tape at this time and go live for the stateside pass.

CC Skylab, Houston, AOS for 9 minutes.

SC Roger Houston.

CC Skylab, LOS in 1 minute. Guam AOS at 17:08. The tape, audio tape, will be dumped at Guam at 17:09.

SC We read you, Bill.

SC Still there Houston?

CC That's affirm, go.

SC We'd like to know what the lens is that we presently have on Nikon 03. If you're ready to copy I'll give you the part number.

CC Go ahead.

SC SEB 331 00 009-301.

CC Okay, we'll get you an answer.

SC Okay. The reason we're asking, it's not marked. And we're trying to figure what we've got where here and it doesn't say anywhere what kinds of lens or focal length.

CC Check. Copy.

CC Skylab, Houston, AOS for 6 minutes.

CC PLT, Houston.

SC Go ahead.

CC Paul, were you able to get that Hasselblad fixed yesterday?

SC Well we gave a status - I forget where, whether it was live or on tape. There's nothing wrong with the camera. The magazine is malfunctioning. The indicator is red. We tried it one time on the other camera and it would not advance, therefore we have stowed that magazine. The configuration now is we have got magazines (garble).

SC That's Pete repressurizing the (garble) airlock in the background. We've got magazine - Wait a minute. CXOS on the Hasselblad 02.

CC We copy, and thank you.

SC Also on the Hasselblad - that magazine caused it to blow two fuses in this camera. We're down to

two cameras and two fuses now.

CC — Copy.

CC — Skylab, Houston. We'll be LOS in 4 or 5 seconds, AOS Goldstone 17:32.

SC — Roger.

CC — Paul, we're about to go LOS but we think that that lens you asked about is a 55 millimeter, 5,5 millimeter.

PAO — This is Skylab Control, 17:30 Greenwich mean time. That completes the playback of the delayed audio tape recorded through Carnarvon and Guam during the press conference. The worbler just went off here in the control room. Alerting flight controllers to the 2 minute mark for acquisition coming up on Goldstone, crossing the coast about the California, Oregon border, arcing down about Cape Hatterus, coming out on the Atlantic Coast around Cape Hatterus. Stand by for air to ground over the states. At 17:31, Skylab Control.

END OF TAPE

CC Skylab, Houston. AOS for 19 minutes.
SC Nineteen minutes. Holy cats!
CC And when you have time to copy, we have one message for the S009 package.
SC Go ahead, Houston.
CC On a - on SOCS, the set time should be 20:52:15.
SC Okay. Got it.
CC Theta adjust, minus 2. Period adjust, 300. And be advised that this is a maximum capability. It's coming up 52 seconds early, per rev, and this will only allow us to adjust 17 seconds out of it, but will allow us to see what we're doing.
SC Okay.
CC We'd like a MARK when the package is initiated. And when you set the time at some time tomorrow, we'll do another check on it to see how much this affects it.
SC Okay, you're can to assume it'll be initiated within 1 second of on time unless we tell you otherwise.
CC Copy.
SC Joe, I want to ask you something more about those lenses. Let me get them first. I'll be right back.
CC Okay.
SC The reason we asked you about that one lens, Bill, is because even though it doesn't look very much like a 55 millimeter, it's got a different part number. The 55 millimeter which is so marked which I pulled out this morning, a Nikon 01, has the same part number except - well, where the other was 009, the 55 millimeter has 773. We just want to make sure that some way we don't have a UV lens on this camera; that's the main concern.
CC Okay, we copy that.
SC If it will help any, Bill, that lens we're questioning is the one that was launched with us in the command module.
CC Yeah, that's part of the problem.
SC Oh. That's what we figured, because it showed the lens was deleted in ours - at least the UV lens was, and we're not sure what this is because it's not marked, and every other lens we've seen before has had markings on it.
CC Stop it, Pete.
CC PLT, Houston.
SC Go ahead.
CC That is a 55 millimeter, and it apparently differs only slightly in configuration and part number, but nevertheless is a 55 millimeter - a standard by the way, not a UV.

END OF TAPE

CC LOS and 45 seconds. Ascension at 15 - correction! Ascension at 18:00.

SC Roger, Houston. I'll put the results of the CO2 monitor test on channel B.

CC Copy.

PAO This is Skylab Control. We've had loss of signal through the Bermuda Tracking Station. The end of a very silent stateside pass, as far as air-to-ground communications are concerned. Eight minutes to Ascension Island. Very brief pass by Ascension. Only 3-1/2 degrees elevation angle off their horizon to the west of Ascension. And then Carnarvon in 38 minutes from now. Currently, Skylab space station in an orbit 232.8 nautical miles at perigee. Orbital period, 1 hour 33 minutes 14 seconds. And apogee, 240.5. Somewhat out of order in delivery there, but the display escaped me for a while. Temperatures still hanging in around 79 degrees average throughout the workshop. And at last reading on the batteries, they were standing at 68.5 percent total capacity on their state of charge. Six minutes to Ascension. At 17:54 Greenwich mean time, Skylab Control.

END OF TAPE

SL-II MCC#271
Time: 13:00 CST
6/1/73

PAO This is Skylab Control; 17:59 Greenwich mean time. Less than a minute now away from acquisition at Ascension Island Tracking Station for the final pass over this station on a small island in the South Atlantic. Final pass of the day. Five minutes duration across one edge of this station's coverage. There may not be a call either direction, from CAP COM or the crew. We'll stand by live with the circuit, just in case. 18:00 Greenwich mean time. Skylab Control standing by.

CC Skylab, Houston. AOS for 5 minutes.

SC It's a heck of a day off; I'm washing windows.

CC Should be some way around that.

SC What'd I tell you. When we do get a chance to look out the window, we're all there, and consequently they get a little crummy.

CC You seeing much, Paul?

SC Yeah, when we have the time, you can really see. It's amazing for this altitude. It surprises me how much you can really see the curvature of the Earth. We've got - well, as we've mentioned before, we can see from, as we come over, about through the northern part of the east coast of the United States clear up into Canada and clear down to the Keys.

SC We should've got some good pictures of Montana through into about Chicago on that last pass.

CC Good.

SC I have a question for you, Houston.

CC Go ahead.

SC There's been nary a mention of the high intensity lights, and I presume that we either for power reasons and we haven't been up there. But we're wondering what your thoughts are on using them for a little bit maybe under TV. We - we do have a lighting problem trying to shine the TV up into the dome. Any help would help. Do you think you could give us an answer to that in a little while?

CC That's affirm. We'll get right back, Pete.

SC Thank you.

CC Pete, it's perfectly acceptable to use those lights, and we're going LOS here in about a minute. We'll see you at Carnarvon at 18:31.

SC Roger.

PAO Skylab Control. Loss of signal through Ascension. Twenty-three minutes to Carnarvon. Start of revolution 261. Crew reported good visibility across the northern

part of the United States, out through the wardroom picture window, which at this time they're cleaning up. Doing a little window washing. At 18:07 Zulu, returning in 23 minutes for Carnarvon, Skylab Control.

END OF TAPE

SL-II MCC93/1
Time: 13:30 CDT
6/1/73

PAO This is Skylab Control; 18:30 Greenwich mean time about 50 seconds now away from acquisition at the Carnarvon-Australia tracking station. Slight gap from Carnarvon on over to Guam. We do have acquisition at Carnarvon, standing by, live air-ground.

CC Skylab Houston through Carnarvon for about 10 minutes.

CC Skylab, Houston. We'd like to ask you a couple questions about that science beam at your convenience during this pass.

SC Okay, Houston. Pete will be right with you.

CC Okay.

PAO Deke Slayton sitting in the CAP COM console.

CC Okay, Pete this is Deke I'm sort of the middle man between you and Rusty - he's over at Marshall trying to work some procedures on this thing and he has a couple of questions and then we'd also like to get some comments from you about anything that you've been thinking about on the subject or something you'd like to have him try.

SC Okay, go ahead.

CC Okay, as a starter we'd like to know if there's any daylight anywhere between that strap and the beam, we understand that it's pretty solidly attached at the end but how about back down the side towards the surface of the station?

SC Oh, no. That's not true. It's not that tightly wrapped around it, Deke. It is at the end but out at the end, Paul got the little tool that had the two hook planks and which we changed out from being sharp hook points to dull hook points, he got that tool underneath the strap and tried to pull it off and it was by doing that that we determined that the strap had, in fact, somewhere along there punctured into the SAS beam skin. So I know that you could get a pry bar of reasonable thickness underneath it anywhere along the top part of the SAS beam to pry it off. Now out at the side - along the side of the SAS beam it's bowed out.

CC Rog, understand. Rusty wanted to know how close would you guess to the beam, how much gap have you got there?

SC Oh, we had at least a half an inch down at the far end which is what we were trying to get at. He got the whole thing hooked under there.

CC Rog, okay.

SC I'd say a half to three-quarters of an inch.

CC Okay, good enough. And secondly, is there any - can you tell whether the strap is pulling the micrometeoroid shield itself up against the bottom of the beam, in other words is it kind of acting as a gap to the bottom of the beam? Is that apparent?

SC Yes, that is apparent and that probably is one of the reasons you're getting the funny readings on the SAS, on the 1, 2, 3 SAS panel angles because it's holding the middle one, I think, up in the beam rather than letting it out against the side of the vehicle.

CC Rog.

SC Deke, an indication of how much space there is between that strap and the top of the beam fairing is that that two prong tool we flew - I'd estimate that I could stick it in under about a quarter of the length of the prong, a fifth to a quarter of the length.

SC Go ahead, Houston.

CC Okay, one more question. Guess on the distance where it's bowed out between the bow and the beam itself - along the side we're talking about.

SC We're discussing it, just a second.

SC I'm going to guess 2 to 3 inches, Deke, at the widest point.

CC Rog, copy.

SC See I had a little better, different angle view on it than Paul today. He doesn't think there's much along the side. I think there's 2 to 3 inches because there's a lot of - it's been ripped off parallel to the SAS wing strap or angle iron; whatever it is was ripped off longitudinally and it's wrapped around the thing and so there's some jagged stuff around the base pulling the meteoroid shield up around the side of the SAS panel on it. The strap is the thing that's pulling it.

CC Rog, copy. And also how far down the beam do you have to go from the strap before there is any clearance between the beam and meteoroid shield itself?

SC The beam and the meteoroid shield, well now, down at the bottom end that solar panel is completely free. It's out resting along the side of the vehicle. So you've got to go somewhere down to - no further than the edge of that - somewhere along that panel 2 is where that meteoroid shield ends and it's also - isn't that what you're asking how far down the meteoroid shield runs underneath the beam.

CC Yeah, I think that's what he wants to know. That's my interpretation. Stand by a second.

SC I think what he wants, Deke, is where does the meteoroid shield start coming away from the beam

fairing where it's held up by the strap, is that right?

CC Roger, that's affirmative. We're trying to figure out where you could get a handhold in that area, primarily. Did you copy that?

SC Yeah, we're talking about it.

CC Okay.

SC Well, we're saying no more than 3 feet either side of the strap.

CC Okay, got you and we've got about 2 minutes to go here. Do you have any suggestions or things you'd like to have us try?

SC Well, if you can look at the meteoroid shield itself and figure out if there is anything - I couldn't see any jagged metal underneath the SAS beam, but the only thing that bothers me is that if we work on this strap which we weren't expecting to find and we pull that off and we find out something else is holding it underneath, however, if something else is holding it underneath you've got a chance of flying the vehicle around down to the end and doing the same thing we did, which is pulling from the long end.

CC Rog. And I think we've got some techniques being worked probably to pull that thing up. Anyway once that strap is loose, we can put - by Rusty's guess as I remember now 300 pounds load on that thing so if that's the case we should be able to fix that.

SC Okay. Paul's got something for you.

CC Okay. We'll keep working the problem down here and keep you advised. You guys doing great work. Hope you're having a nice day.

SC Well, we're taking it easy and just really cleaning house which we needed to do with clean stowage and getting cameras squared away - we really hadn't had a chance to do much of that. I think we can show you the running around the water rings - we worked out the TV so it's pretty - should be pretty fair TV. And I have the switch in my hand which I haven't broken out yet but I don't know what's going to happen with it.

CC Sounds exciting. When you have another spare moment you might pull out that wire bone saw that's Rusty's favorite tool and try it on something around there. You'd be surprised how well that beauty works. And I guess that's still his favorite choice to solve your problem.

SC Okay, we'll do that. We also talked about the possibility of us putting the suit on inside the vehicle and seeing how much pressures we can get. Find something around here like a food box, you know, that was about the same width and everything, see how well we could hang on and maneuver it.

CC That'll do. Okay, thanks a lot guys. See you next station.

SL-II MC393/4
TIME: 13:30 CDT
6/1/73

SC	Roger.
CC	In Guam at 44.
SC	Okay.

END OF TAPE

SL-II MCC [illegible]
Time [illegible] CDT 08:18:41 GMT
6/1/73

PAO: This is Skylab Control. We should have loss of signal about now through Carnarvon. Last Carnarvon pass of the afternoon. And we're about 3 minutes away from acquisition at Guam Island tracking station. During the Carnarvon pass Capcom was relieved for a short period by Deke Slayton, Director of Flight Crew Operations at Johnson Space Center and one of the crew of the 1975 mission, joint mission with the Soviet Union, Apollo-Soyuz Test Project. Deke and Pete Conrad discussed some of the work that Rusty Schweickart, backup commander is doing at Marshall Space Flight Center in the water immersion facility at that center on ways to pry loose the piece of aluminum angle that appears to have locked down the solar array system beam. Had several questions from Rusty which were passed up to the crew on spacing of the piece of angle along the side of the beam, how much debris appears to be underneath the beam that might interfere, once the beam is freed. About a minute and a half now from Guam Island. At 18:43 Greenwich mean time, standing by for the upcoming Guam pass, Skylab Control.

CC Skylab, Houston. AOS 10 minutes.
CDR Houston, CDR.
CC Go, CDR.
CDR Roger, We'll be with you on the TV 19:10, right?
CC That's affirm.
CDR (Garble)
CC Goodo.
CC Roger there. I'm gonna be off.
CDR Houston, you there?
CC Go ahead, Skylab.
CDR I got a question for you. What are the thermal effects of leaving the STS window covers open? Either all of them or just the shady side or just the sunny side?
CC Okay, we'll try to get you an answer.
CDR Okay.
CDR And how does our thermal versus electrical picture in the workshop look? Which is a very complicated way to ask. Do you still want us to leave that portable fan in the dome hatch blowing workshop air, toward the OWS heat exchangers?
CC Okay, I'll find that one out too.
CDR Thank you.
CDR And Bill, you still owe me an answer on which water tank Skylab 3 is gonna start up on, right?
CC That's affirmative. We;re gonna get this one up to you.

CDR Okay. Good enough.
CDR I just wanted to make sure it hadn't dropped down in a crack some place.
CC Pete, Skylab 3 is going to start using water tank 10, and today calls only for sampling. Sampling only of 13, 6, and 10.
CDR Oh, okay. You want a sampling only. I read, I'm going to read it again. I'll read only (garble) I've read the procedure. It calls for sampling and, if required, addition of iodine. But I'll sample all and report. In which case, I don't care which tank Skylab 3 starts on.
CC That's just sampling only, Pete.
CC And we're going LOS in about 20 seconds, and we'll be looking for you at Goldstone at 19:09.
PAO This is Skylab Control. 18:54 Greenwich mean time. Fourteen minutes to the upcoming Stateside pass. Goldstone acquisition at 19:09 Greenwich mean time. At which time the crew will turn on the television camera for a stateside television pass, lasting approximately 17 minutes. Commented that they had recorded on the video tape recorder some of their activities, including a slinky toy activity, with a slinky toy, which is a large spring-like device. At 18:55, back again in 13 minutes, Skylab Control.

END OF TAPE

and agriculture. The pass, utilizing the various Earth Resources experiment package sensors, will cover a path of about 2400 nautical miles. We anticipate AOS in a brief pass over Hawaii. We will pick up any air to ground now.

CC Skylab, Houston. AOS for 2 minutes.

SPT Roger, the CDR has finished Command Module 7-day housekeeping stuff.

CC We copy.

CC Skylab, Houston. We have a question on some medical data.

SPT Okay, Bill, go ahead.

CC On the evening report there is a urine water and BMMD measurement space, and how much would it impact you to record that as soon as possible after you do it in the morning. The reason for asking is that by the time it gets turned around here and worked it's impossible to get it on the report that comes back up to you the following day.

SPT Understand, but that's okay, Bill, because we've got that data in the raw on board. I think the impact would be more than the information would be worth to us.

CC Joe, I'm sorry, I didn't quite follow that.

SPT I say we'd rather not do it, because we have the information on board in the raw form. You know we've got our weight at 6.77342, which is okay. We can look it up on your curve. So let's not.

SPT Are you still there, Bill.

CC Yeah, I'm sorry. We've got a confusion factor going. I guess our request was could you put that on in the morning, rather than waiting and putting it on B Channel later in the day? Could you put it on B Channel earlier in the day? That's the question.

SPT Yes, and your reason was so that you could get it back to us in the next day's report. And I'm saying, It's okay, we don't need it in the next day's report. And we'd rather do it as part of the evening report, like we're doing it.

CC Copy.

SPT Have you got some other reason for wanting it sooner?

CC Yes, getting it back was one thing. It's pretty impossible to get it back. The other thing, of course, everybody wants to see it as soon as possible.

PAO This is Skylab Control at 22 hours and 26 minutes -

SL-II MC-402/3
Time: 17:15 CDT 08:22:15 GMT
6/1/73

CC We'll see you at Vanguard at 22:48.
SPT Roger.
PAO This is Skylab Control at GMT 22 hours and 26 minutes. We have loss of signal at the Hawaii tracking station. Tomorrow's EREP pass, the second one scheduled for Skylab, will be along track 63, and will be a 10 minute pass, beginning, as we said earlier, from San Francisco, west of to San Francisco to Mexico City. This is Skylab Control at 22 hours at 26 minutes Greenwich mean time.

END OF TAPE

SL-II MC-403/1
Time: 17:46 CDT 8:22:46 GMT
6/1/73

PAO This is Skylab Control. Greenwich mean time 22 hours 45 minutes. We expect to have acquisition of signal over the Vanguard tracking station. The crew is still continuing to perform various housekeeping tasks on their day off. We will replay at 6:00 p.m. central daylight time the TV from the ATM which runs approximately 11 minutes in duration, and at that same time, we will rerun the 17 minute Skylab TV from the workshop with Commander Conrad, Science Pilot Kerwin, and Pilot Weitz. This will be rerun at 6:00 p.m. central daylight time. We will leave the line up now for any air to ground coming over Vanguard.

CC Skylab Houston. AOS for 10 minutes.

CDR Roger Houston.

CC And Skylab, be advised we are updating some rate gyro drift compensations. Also the world is waiting with bated breath to know how Saturday night on Skylab is.

END OF TAPE

SL-II MC-404/1
Time: 17:54 CDT 8:22:54 GMT
6/1/73

CC Skylab LOS in 1 minute. AOS 23:56.
FLT Well, good bye.
PAO This is Skylab Control. Greenwich mean time 22 hours 58 minutes. We have had loss of signal over the Vanguard tracking station. Next scheduled pass is over Hawaii in 57 minutes from now. This is GMT 22:59.

END OF TAPE

SL-II MC-405/1
Time: 18:38 CDT 8:28:38 GMT
6/1/73

PAO This is Skylab Control. Greenwich mean time 23 hours and 38 minutes. Flight Director Don Puddy and EREP Officer Dick Koos are on their way to the Building 1 News Room for a change of shift briefing scheduled to start at approximately 6:45. Again Flight Director Don Puddy and Dick Koos, EREP Officer en route to the Building 1 News Room for a change of shift briefing at 6:45. This is Skylab Control.

END OF TAPE

SL-II MC-406/1
Time: 19:11 CDT 9:00:11 GMT
6/1/73

PAO This is Skylab Control at 00:11 minutes Greenwich mean time. We have just concluded a pass over the Hawaii tracking station, during which time Paul Weitz discussed several items with Capcom Richard Truly. We'll bring the line up now for that brief conversation.

CC Skylab Houston. We're AOS in Hawaii for the next 9 minutes.

PLT Hi Richard. How was your party last night?

CC Hey, it was just super. It sounds like you guys have had a good day up there. I saw the replays of the TV show. You really can run good.

PLT Well, it takes a little practice.

CC Hey Paul, while I've got you on the line, there is one question we need answered. We're uplinking the evenings questions on this pass so you can take a look at them. But there is one of them we need an answer on in order that we can do some EREP flight planning for this evening. And it is that, did you have any better luck on the on the S192 alignment on that EREP pass you did than you did the day before when we were doing EREP checkout? Over.

PLT Negative. I got a couple of more percent on physical alignment but the normal was just the same. It just sat there and blah at 12 percent, I cranked the knobs in and out. I didn't touch the focus. I've heard it really about such invisable focus again but especially those (garble).

CC Roger understand. Thank you much.

CC And Skylab Houston. I wonder if one of you guys could confirm that in the command module the portable water heater is off, off?

PLT Yeah, I turned that off about 3 hours ago, Dick. It surprised me that it has been on.

CC Okay. Thank you much.

PLT If you will look into your currents even on our day off, we've been hustling pretty good on our day off, but we're behind. So we just turned on the water heater, oh, I guess about a half hour or so.

CC Roger understand. Thank you much.

CC Skylab Houston. We've got about 30 seconds to LOS. We're going to see you at the Vanguard at 00:?7. That's the pass that we've got set aside for the evening status report if you have time. Also we'll be dumping the data recorder at that pass. And we've uplinked tomorrows flight plans to you. So, if you have any positive comments against tomorrow's flight plan, we'd be glad to entertain them there at Vanguard. So see you then.

SL-II MC-406/2
Time: 19:11 CDT 9:00:11 GMT
6/1/73

CDR: Okay, we've been smoking it over, it looks pretty good so far. We might change - -

PAO: Skylab Control. Astronaut Paul Weitz's comment to Dick Truly how was the party last night. That was in reference to the manner in which Astronaut Truly signed off with the crew saying he was going to a party, as the crew was going to a party last night. This is Skylab Control at 00:14 minutes Greenwich mean time. We will have AOS at the Vanguard tracking station in approximately 12 minutes.

END OF TAPE

SL-II MC-307/1
Time: 19:25 CDT 09:00:25 GMT
6/1/73

PAO This is Skylab Control at 00:25 minutes Greenwich mean time. Acquisition over the Vanguard tracking station is anticipated momentarily as Skylab space station goes down around the horn of South America to start it's 265th revolution.

CC Skylab, Houston. We're AOS at Hawaii for the next 8 minutes.

CDR Roger, Houston. Just a second and we'll give you the evening status report.

CC Okay, good.

CDR The other guys are juggling - the CDR ate everything.

CC Okay.

CDR Got the PLT next. The PLT didn't eat the biscuits for lunch. Maccaroni for dinner, and only half the bread, and did not drink the coffee with sugar for snackee.

CC Roger.

CDR And only half of his coffee for breakfast.

CC Rog.

CDR And he took all my salt.

CC Roger.

CDR The SPT didn't have his coffee with sugar with breakfast. Nor his second tea with dinner, nor his coffee with sugar for his snackee.

CC Roger.

PLT Coffee isn't going over too big in the sub-tropical climate, as you can see.

CC You know, I noticed that.

CDR We took no 35 millimeter pictures today. And we took - took 24 Hasselblad pictures today.

CC Roger.

CDR We didn't (laughter) deviate from the flight plan today,(garble).

CC Rog. Copy.

CDR And we did - we did did do some stowage today that you might be interested in. We took down the T027 rods, which were only in two pieces. They are neatly stashed by the locker that holds the fireman's pole, all back in their little bags, in case anybody needs one.

CC Okay.

CDR Okay. And I sent you on B channel the sound meter information for today, and I have stashed that piece of equipment alongside of locker E-623. And then we did the CO2 indicator and all that report of what happened to it is on B channel, and I'll turn it over to the Dr. who worked on his IMSS all day today.

CC Okay.
SPT Good evening.
CC Good evening Doctor.
SPT John, I have some stowage changes for the IMSS. Tell the medical people that I threw out all the bad drugs except for samples which I piled into the bag to take home. They may not get exactly their 10 pills, but they'll be close. And Okay, I moved the intravenous infusion assembly and 1 liter of fluid to W-706. I moved the blood pressure cuff and the stethoscope to the E-610 shelf. And I moved the opthalmascope, the odoscope, the hammer and the (garble) the tongue retractor to E-610 Bravo. And you will find the thoryngescope, the tracheotomety kit, the airway and the new adrenalin in wardroom locker 700. That's for easy access. And that's it.
CC Okay, Joe. Copy that. We still got 4 minutes. Go ahead.
SPT I ain't got 4 minutes worth of talk.
CC Okay.
CDR When am I clear to change out the teleprinter paper. What - Can I do it this next pass. How long do we have between passes?
CC INCO says you can change it out anytime, Pete.
CDR Okay, very good. We'll do that. We have fuel cell purge to go in the Command Module, and I've been trying all day to get to B Channel to talk about the flight planning. The basic summary is going to be the big pass flight, either moving big gear or running ATM or EREP, where you get yourself (garble) and go through a checklist. A relatively easy (garble) timeline. It's where you get lots of loose pieces of equipment and lots of little odds and ends that weren't necessarily obvious to us. As I said one example was when I had the task of cleaning the tape recorder plug 2NS009 at the same time, you know, you have to figure out where to put all these little goodies, and I'll tell you something else that's gonna take a little bit longer are these transfers. Working in these lockers, especially the command module lockers, takes a reasonably longer amount of time than it did in 1 g just because of all the (garble) and little blocks, snips, sneezes there, you got to sorta take it all out in advance and move slow. And the basic thing is, if any of these little pads there are (garble) and have a lot of parts to them, if you start to hustle, you just wipe yourself out, because you knock things loose and you just start losing them and then you get frustrated, and you know, you just - It's just going

to take us a little while to timeline these things, especially new items. The ones we've dot , I think we have a reasonable handle on them. And I'd like to just kind of review those sort of things on B, that I think are on time and those sort of things that are gonna take a little bit longer or they have a different learning curve.

CC Rog. Understand, Pete, and on the flight plan that we sent you for tomorrow, we're pressing on with detail in that flight plan that you have on board, do you have any specific comments against it?

CDR No, that looks real good and what we'll do, say that's our first step 183 operation, I've got time to go up tonight, smoke it over and see if I can't find some pitfalls in it if there are any. And otherwise, the rest of the stuff ATM goes very smoothly. I think our first EREP went very smoothly as far as staying on the timeline, and getting all the tasks done. It's the little things that have hung us up for some reason, I just have to specifically sit down and pieced it together, and then you can see where we got behind on the timeline and where we were trying to make up.

CC Rog. Understand. Well, we certainly tried to take your comments last night and today to heart, and so if this flight plan tomorrow or the next day doesn't seem to be workable for one reason or another, please don't hesitate to let us know. We're about 45 seconds from LOS at Vanguard. We're going to be back at Hawaii in about an hour at 1:34. That'll be your medical conference. Over.

CDR Okay, very good. And I think also, that the next go-around coming up now, that we've been through a lot of gear. We had trouble with this, moving a lot of gear, so I think we're in better shape now for the next 6 day run.

PAO This is Skylab Control at GMT 00.36 minutes . Skylab space station, we just lost signal over the Vanguard tracking station. Next pass will be over Hawaii in 57 minutes. During the previous discussion Commander Conrad discussed what the crew had for - what the crew had and what they didn't eat in their scheduled meals for the day. He reported that they took 44 frames of Hasselblad film, and no 35 millimeter film for the day. Science Pilot Kerwin reported on unstowing the inflight medical support system, the IMSS, which provides an extensive inflight diagnostic and treatment center for emergency medical care in an outpatient nature. The IMSS consists of three basic groups of equipment. Diagnostic, laboratory and therapeutic. In further discussions

SL-II MC-467-5
Time: 19:25 CDT 09:00:25 GMT
6/1/73

Commander Conrad discussed the problems they had been having in transferring little items and stowing them away. However he concluded the conversation by saying they were in better shape for the next 6 day run. Our next acquisition will be over Hawaii in 56 minutes. This is Skylab Control. Greenwich mean time 00:38 minutes.

END OF TAPE

SL-II MC-408/1
Time: 20133 CDT 9:01:33 GMT *
6/2/73

PAO This is Skylab Control. Greenwich mean time 1 hour 33 minutes. Skylab space station will be entering acquisition of the Hawaii tracking station momentarily. We'll bring up the line, in the event there is any air to ground.

PAO This is Skylab Control at Greenwich mean time 1 hour 42 minutes. We have had loss of signal at the Hawaii tracking station. The crew is in their pre-sleep activities getting prepared for bedding down for the night. With the next acquisition over Vanguard in 38, belay that, 22 minutes from now. We'll pull the line down now. This is Skylab Control, 1 hour 42 minutes GMT.

END OF TAPE

SL-[illegible] MC-409/1
Time: 21:04 CDT 9:02:04 CMT
6/2/73

PAO [illegible] this is Skylab Control. Greenwich mean time 2 hours 4 minutes. Skylab space station is approaching Vanguard tracking station. We should have acquisition momentarily. We'll wait for air to ground communications.

CC Skylab Houston. We're AOS at Vanguard for about 10 minutes. Over.

CDR Roger Houston. And I have one thing to add to the photo report for tonight. Are you ready to copy?

CC Yes sir, go ahead.

CDR The item 4874 Charlie I think this morning. Anyhow, I was getting out of bed. And you can add that on to what was left of the magazine that we did 4 Bravo with last night. I got them both in on 1 magazine.

CC Roger Pete. Thank you very much.

CDR Okay that is it. We've had one through shower, one into shower and one waiting for the shower.

CC Sounds fine. What does the one that went through it think of that shower?

CDR Clean and sweet and smelling good right now that's Commander Weitz tested out the first shower. It took a fair amount longer than time wise as you might expect. There was a (garble) term there. And we've got Joe in there right now and we're timing him to see how long it takes. It takes quite a while to pump the water back up again.

CC Roger understand.

CC Say Pete, I have one more comment that I was asked to pass up to you. And that is on the S183, as a matter of fact, we're watching a replay of you guys picking it off the floor this afternoon during the demonstration. And we were wondering after you did pick it up did you vent it to vacuum? And if you didn't we would appreciate it if before you go to bed if you would. It's the SAL checklist page 4-15. We need you to vent it to vacuum for about 15 inutes and then secure the vacuum hose.

CDR You are very clever. It was started right after we picked it up.

CC Very good.

CDR And I was smoking over the flight plan. And the kind of traps that I told you that I, I am not complaining about this because we haven't done it before. But M151 with S183 is going to require di-intensity lights. And they haven't been rigged yet. So I'll do that tonight. But those are the kind of things that we've run into here that have sort of slowed us down and kept us (garble) power curve. And that can generally talking against today and looking at this

flight plan and being able to talk about it very carefully. In the last 6 days that we have worked in activation and a couple of orbital days, we were going from hand to mouth, and we really didn't have time to sit down and really pick out the next days (garble). Now I think tomorrow because I was just sitting here now doing that waiting for a shower. You know, if there are any other pitfalls in there I'll have time to find them. We really haven't had a chance to do that with those other ones. And other than putting the waste management stuff on the channels, probably won't discuss the flight plan any more. I think we are all on a safe frequency.

CC Rog, Pete, understand. As a matter of fact, we've been looking very carefully at tomorrow's also and I have a couple of little minor numerical changes that I would like to make. And we've found one potential pitfall. We've still got about 6 minutes left in this pass. I think I'm going to take a minute to get squared away I talk to you again. But I am going to ask you to make a couple of pencil corrections. And they will be to the details pads, with reguard to momentum inhibit time and also one change to the summary. So I'll be off the air here for a few minutes looking at this piece of paper.

CDR Okay.

CDR While you're doing that, Dick, I noticed that this gets recorded. So I was going to make another comment for you and you can consider it later on.

CC Okay.

CDR Working the crewman position 1, 2, and 3 right now for post sleep. It seems easiest (garble) to keep in the record and we're sort of sticking to that right now. And you might as well go ahead and flight plan it that way. The evenings we've been pretty well sticking to 1, 2, and 3 also, other than swapping around the ATM according to your schedule. But I think we'll keep using it with the evening. But you can just plan CDR 1, SPT 2, and PLT 3 on these post sleep checklists.

CC Roger copy.

CC CDR, Houston. I'm ready to tell you these changes. And one of them is in the assignment, we've made a goof on one of the pads in your tomorrows presleep checklist. And let me give you what we intended on that.

CDR Okay, go ahead.

CC Okay, on the flight plans, Pete, the summary numbers should read for the SPT, 32 and the PLT 23. They are reversed. And if you will take a look at the ATM

on times for presleep you will notice the detail pad support that. The correct designations are SPT 32, PLT 23.

CDR Okay but their detail pads are correct right?

CC Okay, well I tell you what we - stand by 1.

CC CDR, Houston. We have one more pass here and I promise you I'll get the thing straight and we can talk about it there. The EGIL has a question for you. He's - we're showing an increse in power consuption of about 300 watts over last evening. And we think we've accounted for the water heaters you are using and the shower. Is there anything difference about the configuration that you have up there tonight as it was last night?

CDR No not really becase we've got all the lights out completely in the MDA and they have been out all day. We're running just about 5 or 6 lights down here and other than the hot water heater that that we put on, that is about it. I can't think of anything that we're using.

CC Okay, Pete, thank you much. We'll see you at Ascension at 2:20, that's about 6 minutes from now.

CDR Right, we'll have the water heater off. We'll turn the water heater off (garble) water.

CC Okay.

PAO This is Skylab Control at GMT 2 hours and 14 minutes. Our next pass is at Ascension in approximately 5 minutes from now. We'll leave the line up for that pass.

END OF TAPE

PLT Hello are you there, Houston?
CC Go ahead, Paul.
CC Skylab, Houston. How do you read?
CDR Loud and clear.
CC Okay, I do have your pad changes here. They are - and I've researched them. There's one change to the flight plan and then there's one change to each of the detailed flight plans - detailed pads.
PLT Okay, Pete and I are ready. And we just remembered that one thing you made - the EGIL may be (garble) one (garble) n each of the three food heaters Dick.
CC Roger, understand. And that helps him out in figuring out what we're up to. And - -
PLT (garble)
CC Okay -
PLT Go chead, we can change it.
CC Okay, first is on the summary flight plan. And it's up at the top where the pre- and post-sleep designations. These are the correct numbers: CDR's are correct, 11. SPT should read 32. The PLT should read 23. Now, I copied the CDR's comment on the post-sleep and if you all want to do that 1, 2, 3. The major change to this is the post - presleep where the ATM runs and so what we're suggesting is 32 for SPT, PLT, 23; and that will make your detail pads correct with regard to ATM on times. I do have a change for each of the detailed pads, however, on momentum inhibit times.
PLT Go ahead.
CC Okay, first of all on the - and incidentally the reason we have a mom - these change on momentum inhibits was a machine problem today. We - those first were made on an initial estimate and we were late in getting the run down on the machine. On the SPT details, where it says 16:35 momentum inhibit. That time should read 16:37. Next is PLT.
PLT Go.
CC Okay, on the PLT's down there at the bottom, where it says 20:32 momentum enable. That should read 19:32.
PLT Okay, (garble) station, you go ahead and enable momentum then.
CC Sorry, didn't copy the question.
PLT The new time for momentum enable for me tomorrow night is 19:32.
CC That's affirm. And on the CDR's pad, up there toward the top where it says 18:30 momentum enable, that should read 18:11.
CDR Okay, 18:11, Dick, is that it?

CC Yes sir, that's it. We still got -
CDR I got one other comment to make. I chased after teleprinter paper, and there seemed to me to be a great deal of paper remaining. I measured it and the diameter - the diameter remaining was 1 and three/eighths inches.
CC Okay, we copy.
CC And Skylab, Houston. One more comment on the flight plan, and then I guess we've about talked it to death. On tomorrow's flight plan, one thing that we noticed that apparently was a mistake on our part is under CDR's column, after the MO92/93 run you should have a PH period scheduled in there. It is not in there, and we're passing that on to the summary team. Incidentally, I have a brief description of the EREP pass tomorrow. And I thought you might be interested in it since it is a little bit different due to the power. And I'd like to describe it to you, if you'd like to hear it.
PLT Yeah, go ahead.
CC Okay, first of all, we're giving some extra time to the friendly PLT in order to accomplish some procedures that we're going to be uplinking tonight, that are slightly different in aligning S192. I can't describe them to you in detail right now, Paul, because I don't have them here in front of me, but we're going to give you about an extra 30 minutes there during the prep to try to help us out on that alignment. The data take time for this pass will be about 10 minutes. And the pass is restricted to a 40-degree central angle of travel that is centered around local noon tomorrow. The pads will commence up around San Francisco and go down the California coast. About a 10 minute data take. Over.
PLT Okay, now, this 30 minutes to do a 192 alignment, I assume there's going to be some indication in there to go ahead and power up 192 30 minutes earlier, or how are you going to work it to make sure that it's at operating temperature before I start the procedure.
CC We are going to power it up early, Paul, and we are taking that into consideration for - in the procedure. Another thing also in that 30 minutes that we're - going to do an S190 film advance, and S191 coolant problems have also - going to be incorporated into that prep. And that will all be on your EREP prep pad coming up tonight.
PLT Okay, good enough. Pete and I were just talking and we really haven't taken the time to do the 191 malf procedure yet. We were talking about doing that tomorrow also.

END OF TAPE

SL-II MC-411/1
Time: 21:26 CDT 09:02:26 GMT
6/1/73

CC Tonight.
PLT Okay. Good enough. Pete and I were just talking, and if we had really hadn't taken the time to do the 191 malf procedure yet. We were talking about doing that tomorrow.
CDR You still there, Houston.
CC Affirrative, Pete. We got about a minute and 20 seconds.
CDR Okay, one other stowage item which went down the crack, which we caught today, was the AM tape recorders are stowed in the proper dome locker now. They've been left in the airlock dome all this time and I'm sure it could have dumped all (garble) like high intensity lights (garble).
CC Roger. Understand.
CC Skylab, Houston. One last quick question. We're about 30 seconds from goodnight. We assume that on that M47 this morning, you used the film transporters that were in the pad that we sent up to you last night. Over.
CDR I used the ones for M4874 bravo. There was still enough left on that. That shot it all up.
PLT It was in the same location, Dick, but just about 5 percent on it, which (Garble) for getting it on sleeping bags so we just shot it up on that. Not on the one that was spelled out.
CC Okay. We copy. And you guys have a very good nights sleep and we'll see you tomorrow.
CDR Okay. Goodnight, Dick.
PAO This is Skylab Control. Greenwich mean time 2 hours and 28 minutes. Capcom astronaut, Richard Truly bid the crew goodnight on the pass just completed over Ascension tracking station. To recap the previous two passes over Vanguard and Ascension, Commander Conrad reported that pilot Paul Weitz had taken a shower, and Dr. Joseph Kerwin was still taking his and the Commander was still awaiting to take the shower. He had reported that the showers take a little longer to perform than originally scheduled, and he mentioned that it's quite a job to mop up the water at the completion of the shower. Capcom Dick Truly discussed with the crew the proposed EREP pass for tomorrow, which is scheduled to begin at 3:04 central daylight time, approximately 500 miles west of San Francisco. It will cover a path 2400 miles from San Francisco down the coast of California into Mexico. Test sites to be included in these passes cover the disciplins of regional planning, oceanography, geology, and agriculture. The pass will be utilizing the various Earth Resources experiment package sensors aboard the Skylab space station, and it will be a brief 10 minute pass. From San Francisco to Mexico City. We have LOS at Ascension. We will take the line down now. At GMT, 2 hours 30 minutes, this is Skylab Control.

END OF TAPE

SL-1I MC-41121
Time: 22:03 CDT 3:03:03 GMT
6/1/73

PAO This is Skylab Control at Greenwich mean time 3 hours and 3 minutes. As the Skylab space station passes on its 266th revolution crossing over the Japanese Islands. Capcom Dick Truly bid the crew good night approximately 30 minutes ago on the pass over Ascension Island. We do not expect any air to ground on this pass. Summarizing today's activities, Flight Director, Don Puddy earlier this evening described how it was evident how the crew was enjoying their day off. Puddy seemed, said the crew seemed happy and in excellent spirits through out the day. Systems wise, the Flight Director said there were no problems this the 8th day of the mission. In the power department, Skylab is still operating with 16 of its 18 batteries. Two are still off line. Temperatures are still decreasing slightly aboard the Skylab vehicle. Presently, the temperature in the sleep compartment is 76 degrees Fahrenheit. The current flight control team headed by Chuck Lewis, Flight Director Chuck Lewis, the bronz team, is going over tomorrow's flight plan, day 9, Saturday, June 2, 1973. Saturday will have the crew performing additional medical experiments, M092, lower body negative pressure device and M093 vectorcardiogram experiment. In addition the crew will man the Apollo telescope control and display panel for about 7 hours. The mission's second EREP pass now scheduled for Saturday afternoon at 3:04 central daylight time. The Skylab Earth resources sensors will be turned on for about 10 minutes to gather data for use by principle investigators in various disciplines including agriculture, geology, oceanography, and regional planning. More than 20 test sites will be covered in this 2400 mile long pass which begins near San Francisco and runs down the California coast and through Mexico. On duty Flight Surgeon, Dr. Charles Ross reported earlier following a conference with the crew that Commander Conrad, Science Pilot Kerwin, and Pilot Paul Weitz report they are in good physical condition. The Science Pilot mentioned that they are running activities in the orbital workshop dome earlier today produced a negligible g load to the point of being like floating. The Science Pilot, Dr. Joseph Kerwin did activate the inflight medical support system equipment. The crew seemed relaxed in their conversation with the ground today. And towards the end of the day Commander Conrad reported to Mission Control that things looked good for the first 6 days.

PLT (Garble) not low but the lights still set there (garble) I noticed I don't know but if

it opens or if we k[illegible]cked it open the - In the STS the OWS BUS 1 and SETA Number 2 circuit breaker is OPEN. It is closed down here in the workshop. I had not reset that yet. I didn't try, I just thought I'd let you take a look before I reset it.

CC Okay Paul. Say again in the STS which one is opened please, or was open.

PLT In STS in the BUS 1 and SETA number 2.

CC And Skylab, Houston. We noticed you've reconfigured the DAS and we are going to be starting our normal period of unattended obs tonight. We've still got about 2 minutes and 20 seconds of stand by on this pass. So I'll stand by.

PLT Okay, when is your next pass?

CC Hang on 1 second.

CC Rog, the next pass is down in Vanguard in 3 hours and 42 minutes.

PLT Okay. Well look, that's what we'll do just inhibit the caution and warning on those and turn in for the night and take a look at them later.

PLT That is 3 more hours or add 3 hours and 40 minutes, Dick?

CC No that's at 3 hours plus 40 - at 42 past the hour, this hour. And we concur with that and we are looking at the data on the buses.

PLT Okay, we'll probably still be up. Once again even on our own time we run behind. So give us a call at Vanguard will you please?

CC Okay, we certainly will.

PAO This is Skylab Control at Greenwich mean time 3 hours and 10 minutes. We will have loss of signal from the Guam tracking station in about 40 seconds from now.

PAO This is Skylab Control. Greenwich mean time 3 hours and 11 minutes. We have loss of signal at the Guam tracking station. We anticipate further conversation with the crew when they come over Vanguard tracking station in approximately 30 minutes from now. This is Skylab Control at 3 hours 12 minutes GMT.

END OF TAPE

SL-II MC-4.3/1
Time: 22140 CDT
6/1/73

PAO This is Skylab Control. Greenwich mean time 3 hours and 41 minutes. Skylab space station is currently completing its 266th revolution. We anticipate further communications with the spacecraft over the Vanguard Tracking Station due to a CAUTION & WARNING light which occurred after the last LOS at Ascension. This light came on when the crew turned off the heaters used for the shower water. Of course no warning light did come on when the shower water heaters were turned off. We anticipate further conversation with CAP COM Dick Truly and the crew, momentarily.

CC Skylab, Houston. We're AOS at the Vanguard for 11 minutes.

SC Roger, Dick. What did you find, anything?

CC Well, here's what we are going to do. We're going to dump the data tape recorder this pass, because the data that we're looking for is presently on board. I can't say that we really understand the problem, particularly because the WMC water heater is only on BUS 2. And also we don't see any correlation, immediate correlation, between the feeder circuit breaker being popped and the caution and warning. So our suggestion to you is that since we do not particularly need that feeder circuit breaker closed, that we leave it open until we've looked at the data. And secondly, we also don't see any particular reason to inhibit the CAUTION AND WARNING, and our suggestion would be to just reset the lights and leave the OWS BUS 1 and BUS 2 low, CAUTION AND WARNING enabled. Over.

SC But the signal's still there, Dick. That's why we can't do it. We got no CAUTION AND WARNING anyway. The lights are lit right now by enabling.

CC Ah so.

SC (Garble) That signal came, and it's still there.

CC It's possible that it's a caution and warning problem that was triggered by the turning off the heater. But we haven't bothered to troubleshoot it; we just thought we'd let you think about it for awhile.

CC Roger; copy. And we've still got 10 minutes this pass; so we're thinking about it.

SC Okay, now let me tell you. I know that when I turned that water heater on, I watched the amps come up about 5 amps; the current drew about 5 amps on button 2. Now I close the breakers to watch the currents again, when I open the water heater circuit breaker. And much to my surprise, also, when I open that breaker, the current drops on both buttons. So when in half a second to a second after that, that both the BUS LOW lights

Same on simultaneously.

SC Hey, Dick, I got another one for you while you're thinking about that.

CC Okay. Go ahead.

SC During our normal activation is when we would have gotten a high intensity light and the right DAC and so forth(garble) rigged up in the dome area. Now we don't have anything rigged up there right now. I don't even know what DAC is supposed to be up there. So could you scurry real fast and give me a DAC number to use up there, so that everybody's happy, or can I just go grab any old DAC?

CC We'll scurry. And Paul; Houston. When you turned the WMC water heater off and you were looking at the two BUS current indications, what was the magnitude of the drop on the two buses?

PLT I'd say it was about 2 to 3 amps on each BUS.

CC Understand.

PLT You know that's pretty hard to read on that meter. But that's what I'd guess.

CC Rog. Understand.

PLT Joe Kerwin said that's exactly the answer you were afraid I was going to give you, and I'm afraid he's probably right.

CC Roger.

CC Skylab, Houston. A couple of circuit breakers we would like checked on panel 613. The CAUTION AND WARNING LOW VOLTAGE, sense 1 and 2. Over.

SC It works.

CC Okay.

SC Both those circuit breakers are open, Houston.

CC Understand.

CC CDR, Houston. Answer on the DAC we recommend is DAC 01.

CDR Okay. Well, I was gonna make a suggestion here. I think the DAC that was originally was supposed to be there is on Page 3-5. The activation checklist under the M16 photo prep. I just found it, and I can use 01 or I can use 03.

CC Let me turn to that page, and I'm doing that now.

CDR Okay, just a special (garble) is scratched out, but that's how a bunch of stuff went down the crack. See, we're not really ready for it yet. Shoot us with the straight (garble).

CC Understand. And as long as we still got 5 minutes left in this pass, we're assuming you guys have gotten together, and you can't think of anything else that could possibly have been going on in the electrical system other than that WMC water heater at the time you got the C&W.

CDR [illegible] lives in the shower; so I wasn't doing anything. Let me make a suggestion, Dick, on this DAC business. Let's skip M151 tomorrow and just proceed with 183. We're going to run that again. And you guys scurry around tomorrow and block out on the Flight Plan - Why don't you comb the whole checklist, because I can't think of these things. But I suggest that if you just go through the (garble) thing, you may find a bunch of other stuff in there that's not done that would have normally been done. And you can throw it all in the Flight Plan the day after tomorrow or something, and we'll get it all done. And then we could really get into normal OPS. How does that grab you?

CC Stand by 1.

CC CDR, Houston. We concur. Let's drop the M151 for tomorrow's run only on S183.

CDR Right, and just smoke over the checklist tonight and tomorrow and find out about (garble) and the DAC stations. And give us the right pages and an hour in the next day or something, and we'll rig all that stuff, and then we'll be roaring.

CC Roger. Will do.

CC Skylab, Houston. We recommend the following on your configuration for this evening. Leave all three circuit breakers that you found open, open. The two on the C&W on panel 613 and the feeder breaker. Until further notice, do not attempt to try the WMC water heater. And inhibit the CAUTION AND WARNING for those two items for the OWS busses. And we will dump the data, or I assume we probably already have dumped the data here at Vanguard. We're going to be taking it through the computers this evening. And, hopefully, by the time you wake up in the morning, as soon as we can analyse the data, maybe we will have a good story for you. Over.

SC Okay, and that's a pretty good configuration.

CC Very good.

CC Skylab, Houston. We're about 1 minute from LOS at Vanguard. We'll see you in the morning. Incidentally, this team that's on now has been making up your detail pads that have been available for you each morning, and we've sure enjoyed it. We're going to take about a day or so off, and next week we're going to be preparing your summary Flight Plan; so we'll see you then.

SC Just when you get good, they switch you, huh?

CC Rog.

SC Okay, we've enjoyed it, too. And we'll see you - Don't take too many days off.

[illegible]
Time: 22:40 CDT
6/1/73

CC — We won't.

CDR — Have a meritorious good time for me there, Richard, and the rest of the team. We enjoyed it.

CC — Yes, sir. See you later.

PAO — This is Skylab Control. Greenwich mean time 3 hours 53 minutes. CAP COM Astronaut Richard Truly discussed with the crew the problem the Skylab space station experienced approximately 1 hour ago - the fact that the CAUTION AND WARNING light came on after the crew had shut off the waste management water heater, which was used to warm the water for the showers. The crew has been advised to inhibit the CAUTION WARNING light aboard the spacecraft for this system. And until we can trace the source of the problem, which will be done overnight, they plan to take the information dumped on the last pass, dumped by the tape recorders, run them through the computers tonight and tomorrow morning. And when the crew wakes up in the morning, they hope they can pass up to them the solution to the apparent minor problem. Apparently the problem was associated with a DAC camera, a data acquisition camera, which was used for the M151. And it was suggested by Commander Conrad that they drop use of the M151 camera tomorrow, which was scheduled to film procedures of installing the S183 experiment. So at this time the crew has been again bid goodnight by Capcom Truly. The ground will study the apparent problem they had with the CAUTION AND WARNING light, and this will be worked on overnight. And we have a pass coming up again at Ascension. We'll leave the line up until this pass is completed.

PAO — This is Skylab Control. Greenwich mean time 4 hours 3 minutes. Skylab space station is passing over the Ascension Tracking Station on its 267th revolution. To summarize the recent minor problem discussed between the crew and CAP COM in Mission Control Center, a strange anomaly did crop up in the caution and warning system in the orbital workshop. Flight controllers here at Mission Control Center feel it's not an emergency. However, the glitch that cropped up is hard to figure out at this time. They've dumped a tape dump over the Vanguard Tracking Station, which the ground will look at overnight, hopefully come out with the solution to the problem. At the time the CAUTION AND WARNING light came on in the workshop, there were three circuit breakers open. This occurred when the crew turned off the hot water heater at the close of the shower sessions. How these circuit breakers remained open is the question. The vehicle is in a safe configuration for the night. The crew has been advised to leave the switches alone for the night, and when they awake in the morning, they will be given new instructions.

SL-II MC-613/5
Time: 2122Z40 CDT
6/1/73

This [illegible] out the announcements from the Public Affairs [illegible] the Mission Control Center. The next report will be at 6:00 a. m. central daylight time, Saturday morning, June 2. This is Skylab Control; Greenwich mean time 4 hours 5 minutes. This is Skylab Control.

END OF TAPE